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THE HONGKONG DISPENSARY.

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HONGKONG, 18th JANUARY, 1904.

VERY much has been and is still being
talked of the great value to civilisation of
Russia's Trans-Siberian and Manchurian
railway line, and it is even urged that the
driving of Russia out of Manchuria would
be a loss to the world in general, as destroy-
ing the railway communication between
Paris and the Gulf of Pechili. It must be
admitted that, with Manchuria non-Russian,
the Trans-Siberian line could not well run
down to Dalny, but would have to run to
its originally intended terminus of Vladivo-
stock. In this event it is possible that
Russia might drop the Trans-Siberian mail
service, though should she decide to con-
tinue it the increased time would be com-
paratively slight, the railway journey being
shorter, in partial compensation for the
lengthened sea-voyage. The same applies to
the passenger service. However, we will
refer to a recent writer in the *Norve Vremya*
with regard to the actual value to civilisa-
tion of the great railway, and if we quote
him at some length it is because we prefer
the case to be judged by what a Russian
critic has to say than by anything we could
say ourselves. The writer in question
says:—"And what is it that we export, or
"can export from China? Other nations
"make a great deal of money by the export
"of wool, tea, rice, and silks. Of these
"goods, only the more costly, tea and silks,
"can bear the charges of railway freight
"over ten thousand versts (6,600 miles).
"But the demand for silks is insignificant"

"and the carriage of tea by the railway is
"only artificially maintained by reducing
"the import duty on tea entering over the
"Manchurian frontier by six roubles the
"pud (£40 sterling per ton). If the
"import duty on tea were the same at
"the station, 'Manchuria' and at Odessa,
"every pound of tea would go by sea.
"That is to say, the Siberian and Man-
"churian lines, carrying, let us say, nearly
"the whole of the tea consumed in Russia,
"one and a-half to two million puds (24,000
"to 32,000 tons), earn on the whole distance
"to Moscow five roubles per pud (£31
"sterling per ton), or a total of seven and
"a-half to ten million roubles (£800,000 to

"£1,000,000 odd sterling), while the Cas-
"sian Department loses from nine to
"twelve million roubles (£950,000 to
"£1,250,000 sterling). There is very little
"sense in such use of a railway! But, fur-
"ther, Russia would lose absolutely nothing
"if the tea now going *via* Dalny were to go
"by Vladivostok. The cost would not be
"a farthing more, while the railway freight
"would be lessened by the charge for about
"a hundred miles, this route being so much
"shorter railing. Consequently even for
"the carriage of tea this branch of the Man-
"churian Railway south to Port Arthur
"and Dalny is utterly useless to us." The
Norve Vremya writer goes on to show that
the enormous expenditure on harbours,
quays, warehouses, etc., is wasted com-
mercially and will call for tremendous sums of
public money for many years, while the
aims are impracticable. The "civilising mis-
sion," in fact, to which Russia lays claim,
does not appeal to this Russian, who has the
insight to see that it is an empty ex-
pression, the programme of which will
drain the country of enormous resources.
An opposite criticism of the alleged mis-
sion may here be quoted from the Moscow
correspondent of the *Standard*. He says:—
"For half a dozen years past all the resour-
ces of the Empire have been steadily
"directed towards the Pacific. With what
"object? Assuredly none of those so
"ambitiously promulgated by Russia; not
"in any disinterested 'civilising mission in
"the Far East'; not with the unselfish
"desire to provide the 'commerce of the
"world' with a short cut across the hemi-
"spheres; not to champion the cause of the
"white man against the 'yellow peril'. Yet
"all these high-sounding 'missions' have
"been set forth as Russia's objects in spend-
"ing upon an impracticable railway across
"two continents more treasure than
"is wasted in many a modern war."

To resume: Of course—and this is a
side of the question on which the *Norve*
Vremya writer does not touch—throwing
aside the pretence of a mission and frankly
admitting that the dominion of the whole of
Northern Asia is what she aims at, Russia
can justify her more than lavish outpouring
of money, raised with difficulty, and bring-
ing back no visible return. But it is just
this which Russia cannot afford to do. To
have any chance of success, she must lay
claim to a mission, must offer the world
quicker mail and passenger service, and must
ask only for ice-free harbours and facilities
for the expansion of her commerce. Then
she is confronted with the difficulty of
answering questioners like that in the
Norve Vremya, who asks why all this money
is being spent on the Manchurian railway
and works connected with it, when Vladivo-
stock will serve better and cost immeasurably
less. The London *Standard*, referring to
the article which we first quoted, says that
the Russian, thanks to the repeated utter-
ances of responsible papers, all more or less
in the same strain, is becoming accustomed
to the idea of the abandonment of the
Southern branch of the Manchurian line,
from Kharbin to Port Arthur. Well, this
may be so, but unfortunately the executive
part of Russia, the Government, is little
affected; though the *Standard* suggests that
it may not be altogether without high official
approval that the Russian Press is thus
assiduously building a bridge over which
Russia, if need arise, may effect a graceful
retreat when the present position becomes
untenable in Manchuria. This is an
optimistic suggestion, which we should like
to think true. The next week, if not days,
should show what amount of reason there
is in it. The loss of the Manchurian line
is one which can be easily got over by Civilisa-
tion. It was built by aggression and
dishonest diplomacy. Many other very
useful railway lines might be constructed
by similar means in various parts of the
world, for instance across Southern Asia.
But we can hardly imagine that Civilisation,
cynical as it is wont to be, would feel called
upon to approve of them because they
shortened mail and passenger traffic. There
are other principles, more vital to the
comity of nations, at stake in this Northern
complication.

Hon. W. Chatham, Director of Public Works,
goes home on the 1st April on leave. During
his absence Mr. P. H. Jones, Assistant D.P.W.,
will act in his stead.

On Monday next, at the P.W.D. offices,
there will be offered for sale by public auction
one lot of Crown land south of Bowen Road,
Inland Lot No. 1,711. Its area is 40,347 square
feet, annual rental \$278, and upset price \$10,088.

We are officially authorized to state that sub-
ject to audit, the directors of the Hongkong and
Shanghai Banking Corporation will recommend
at the forthcoming meeting a dividend of
£1.10s. per share, a bonus of 10s. per share,
add to the reserve fund \$500,000, and carry
forward about \$1,400,000.

The Government is reported to be con-
templating the reduction of the Cape garrison
to 14,000 men, or only 5,000 more than in the
days before the war.

Great Britain and Japan together can num-
ber 74 battleships, Russia and France 63. The
two new ships bought from Chile have a fire-
power equal to that of an army of 30,000 men.

A motor-car driven by a Chinese gentleman
attracted some attention in Queen's Road
yesterday. An old man hung on in the rear,
his charge apparently being two children who
sat in the body of the vehicle.

A marriage is announced to have been arranged between Mr. Bertram Brooks, second son
of the Rajah of Sarawak, and Gladys, only
daughter of Mr. Walter Palmer, M.P., of the
well-known Reading firm.

The recently-purchased Chilean battle-ship
Libertad, now the property of the British Gov-
ernment, is to be named the *Triumph*, taking
the place on the Navy List of the recently
withdrawn ship of that name, which formerly
did guard duty on the Pacific Station.

Mr. Moody, Secretary of the United States
Navy, recommends, amongst other naval require-
ments, the formation of a general staff, the
fortification of Guam, Midway Island, and
Subig Bay in the Pacific, and the establish-
ment of a naval base in the latter, and of a dock-
yard at Olongapo.

H.R.H. the Crown Prince of Portugal,
Don Luiz Filipe, starts in March on a tour
through the Portuguese and British Colonies
in Africa and India. It is hoped that he may
come on to Timor and Macao. He completes
his 17th year on the 21st March next and
will apparently commence his tour immediately
afterwards.

This is Hindu reform with a vengeance. A
Calcutta paper says that from March next, a
double admission fee and double tuition fee will
be charged in the Central Hindu College,
Benares, for all married boys in the Xth and
IXth classes, the Matriculation class, and the
one below it. In the lower classes married boys
are not admitted.

It is asserted on good authority from Peking
that China is not opposing the scheme for em-
ploying Chinese coolie labour in the Transvaal.
The *L. & C. Express* says. Wu Ting-fang
hopes the Government will assist the scheme,
and relieve the pressure of over-population in
the Southern provinces. The rebellion in the
South, he points out, is not so much a political
movement as a resort by the unemployed to
brigandage and pillage in order to live.

On Saturday, 23rd inst. at noon, Mr. Geo. P.
Lammert will offer for sale by public auction
the s.s. *Sauchoing* at Hillier Street wharf. She
is a twin-screw steamer of the following dimen-
sions and tonnage:—Length over all 240 feet;
breadth at deck level 33 feet; depth of hold 9
feet; gross tonnage 951 tons; nett tonnage 770
tons. She is fitted throughout with electric
light, and holds a Hongkong passenger's certificate,
and can carry 1,100 Chinese and 26 saloon
passengers.

The *L. & C. Express* writes:—"We do not
intend to refer to the renewed troubles of the
silver market, for apparently despite all efforts
silver is of no account in these days. "The
present volume of silver stored in the vaults of
the Treasury is equivalent to nearly 500 car-loads
of 30 tons each. It would cost \$100,000 to re-
count it." Presumably the counting cost is
stated in gold dollars. But just look at the
mass: 15,000 tons of silver! There scarcely
seems the necessity of quoting or talking of it
by the ounce.

The death is announced of Surgeon-Colonel
Sir G. Thomson, formerly of the Indian
Medical Service. Sir George Thomson, K.C.B.,
was sixty years old, and entered the Indian
Medical Service in 1865, retiring in 1898. He
served with the Chitral and Tirah Expeditions.
He was mentioned in despatches and decorated
for his distinguished services. Earlier he had
also served in the Afghan war with such conspic-
uous success that he received the thanks of the
Indian Government, besides other marks of
honour.—The death is also announced of Capt.
Charles Lindsay Orr-Ewing, who sat for the Ayr
Burghs since 1895 in the Conservative interest.
He held a commission in the 3rd Argyll and
Sutherland Highlanders from 1889 to 1889.

The following is the full text of a Reuters
telegram of the 28th ult., only part of which
was wired out here:—"The acuteness of the
 Russo-Japanese crisis is evoking an earnest
examination of the probabilities regarding the
attitude of the different Powers. British
Ministers are silent; but reports from Paris
and Berlin suggest that some intimation has
been conveyed to both of these capitals that
Great Britain will not be an idle spectator of
the conflict in certain eventualities, and notably
if a third Power interposed in favour of Russia.
It is interesting to note in this connection that
despatches from Peking, while declaring that
China is determined to keep neutral, if possible,
hint at Russia seeking to provoke China into
hostilities; and M. de Lessar, the Russian Minis-
ter at Peking, is quoted as saying 'We shall pull
the pig-tails till they bite.' The question is,
therefore, discussed whether Chinese interven-
tion would entail France siding with Russia,
and consequently Great Britain with Japan.
Some of the English newspapers are urging
the British Government to unhesitatingly draw
the sword for Japan the moment war breaks
out, but the majority recommend calm and
extreme watchfulness.

The military attaché of the Japanese Legation
at Rome left on the 10th ult., having been
recalled by telegraph to Japan. His departure
was much commented on at the time.

The *Norve Vremya* last month announced
that the survey for a railway from Urga to
Peking has been completed, and that every-
thing is in readiness for constructing such a
highly important line of railway.

A letter appeared in the London *Times* at the
end of December from Mr. H. H. Capper, Editor
of the *Times of Ceylon*, pointing out that in
Ceylon tea is the pivot of Mr. Chamberlain's
scheme, and urging that no appointment be
made on the Tariff Commission without refer-
ence to the Ceylon Chamber of Commerce.

According to the statistics of the late war in
China it appears that of the German marine in-
fantry some 74 men in all fell on the battlefield
or died later in consequence of wounds, &c. These
74 men have been interred in the cemetery
at Peking, and the German Imperial Navy has
now taken up the plan of erecting a monument
in remembrance of the victims of the war. A
suitable place for such a monument has already
been found, the necessary funds obtained by
voluntary collections are nearly complete, and
the matter will be put into practical working
very shortly.

Dr. Morrison telegraphed to the *Times* on
the 11th ult.—Another telegram from S.
Petersburg was circulated in Peking yesterday.
It announces that Russia accepts the Japanese
demands regarding Corea with certain modifi-
cations. The question of the evacuation of
Manchuria is to be left in abeyance. It is
undeniable that the repetition of such mes-
sages coupled with the long delay, is having
a tendency to shake China's confidence in
Japan, and to influence the Chinese to con-
sider more favourably Russian demands re-
garding Manchuria. Lien-fang, the only
Minister of the *Waiwupu* who speaks a foreign
language, has resumed close relations with the
Russian Legation, while the weight of the
French Minister's influence is naturally used
in advising China to come to a speedy agree-
ment with Russia and legalise the
Russian position in Manchuria. Prince
Ching is always irresolute, but Na-tung,
whose reappointment to the *Waiwupu* is
advantageous to Japan, stands firm and declines
to believe inspired telegrams from S. Peters-
burg.

THE VOLUNTEERS.

The Volunteer Engineers turn out for drill
on the electric light runs (searchlights) on
Tuesday, 19th, at Lyceum, and Tuesday, 26th,
at Belcher's and Stonecutter's. Luncheon
arrangements will be made.

PORTUGUESE MINISTER IN
HONGKONG.

The Portuguese Minister to Peking, H.E.
Conselheiro Jose d'Azevedo Castello do Branco,
who arrived at Macao from Europe *via*
Hongkong not long ago, returned here by the
s.s. *Heungghaa* on Monday H.C. left for
Shanghai by the M.M. mail s.s. *Ernest Simons*
last evening, being accompanied on board by
Conselheiro A. G. Romano (Consul-General for
Portugal). After spending eight or ten days
at Shanghai H.E. will proceed to Peking *via*
Tientsin.

AFFAIRS IN TIBET.

The Chinese Resident in Tibet, according
to the *P. & T. Times*, wires that the Russians
are building forts within the territory and
making active preparations to resist the British
advance, and are even desirous of transferring
some of the troops in Manchuria to Tibet. He
is of the opinion trouble may occur there at
any time, and urges the Wei Wu Pu to send a
special able official to his assistance.

CORRESPONDENCE.

REFUSE-DUMPING IN THE
HARBOUR.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 12th January.
SIR,—In your issue of this date, under the
heading of "Hongkong Jettings," I notice that
reference is made to the throwing of refuse into
the harbour by the Government scavenging
contractor's men. There is no doubt that, in
the absence of the sanitary inspectors, the
contractor's men have often dumped refuse into
the sea while the dust-boats are along the Praya,
or while they are on their way to the depot, as
that would save them the trouble of carrying
the refuse on shore again thither. But is there
not a clause in the present scavenging contract
stipulating that the contractor shall see that
the whole of the City refuse be deposited at
the depot on land at Tsim Wan Bay not less
than ten feet above high-water mark and be
there burnt? Now that the plague season is
coming on and the sanitary regulations are
being strenuously enforced, perhaps some of
our energetic unofficial members of the Sanitary
Board will find out the reason why such an
important clause of the contract should be
treated as a dead letter? At any rate a reliable
watchman should be appointed to supervise the
burning of the refuse and keep a look-out on
the dust-boats while they are on their way to
the depot.—Yours faithfully,
SANITATION.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE NORTHERN CRISIS.

LONDON, 12th January, 11.45 a.m.

JAPAN'S SIGNIFICANT REQUEST
TO CHINA.

Dr. Morrison, the *Times* correspondent
at Peking, says that the Chinese Minister
to Tokyo has telegraphed to Prince Ching
at the request of the Japanese Foreign
Office, that the Russian reply to Japan is
unacceptable, and unless Russia recedes
Japan will be compelled to resort to arms
promptly. Japan therefore requests China
to observe strict neutrality, taking special
care against any aggression against foreign-
ers in Shantung or Yunnan.

GENERAL NEWS.

London, 12th January, 11.45 a.m.

THE SOMALAND CAMPAIGN.

The Mullah's man force has been de-
feated at Jiddalli, one thousand dervishes being
killed. Captain Bowen Smith, Lieut.
Welland and nine natives were killed on
the British side, Captain Lister is missing,
and nine British officers and five men and
seventeen native soldiers wounded.

London, 11th January, 12.50 p.m.

S.S. "CLALLAM" WRECKED:
53 DROWNED.

The s.s. *Clallam* has been wrecked, in a
gale, on Smith's Island, Vancouver. Fifty-
three people were drowned.

[This telegram will be of interest to
residents from the eastern shores of the
Pacific. The *Clallam*, has had a short
career; she was only built last year, and
has now thrown her bones up on the beach
near Vancouver. She was a wooden screw
coaster of 672 gross tons; 366 nett tons. Re-
cently she was commanded by Capt. G. Roberts,
but we cannot, of course, say whether he was in
charge of her when the accident occurred. She
was built by order of the Puget Sound Naviga-
tion Co., Port Townsend, Washington, at Mr.
E. W. Heath's works, Tacoma, Washington;
her engines were supplied by the Lake Erie
Boiler Works, Buffalo. She was a two-deck
steamer with considerable passenger accommo-
dation. The appalling loss of life has, no doubt,
caused considerable distress in N.W. America.
—ED. D.P.]

REUTERS SERVICE.

THE NORTHERN CRISIS.

LONDON, 10th January.

According to trustworthy diplomatic infor-
mation received (at or from?) Peking, the
Russian reply, although conciliatory in tone, is
unsatisfactory in substance. Japan desires
further delay in order to complete her pre-
parations, and therefore continues negotiations.
The prospects of war before the spring
continue very strong.

A FISCAL PLEBISCITE.

Our readers' attention is called to the fact
that a *plebiscite* will be taken in the Chamber
of Commerce Room, City Hall, at or before
4 p.m. on Saturday next, to ascertain
the views of British subjects resident in
Hongkong on the fiscal policy now being
enunciated by Mr. Chamberlain. Voting
papers are now ready for signature. It is
to be hoped that as many as possible will
record their opinions, as the figures should
be interesting. By way of stimulating interest
in the *plebiscite* we shall publish to-morrow
an article by an "Occasional Contributor" setting
forth a few arguments in opposition to the
proposed change. From what we know of the
general sentiment of the Colony on the subject,
it is safe to assume that any argument advanced
by our contributor in favour of the present
policy will not remain uncontested. Our
columns will be open for the discussion of the
subject until the *plebiscite* is completed.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report
On the 12th at 11.50a.—The barometer has
risen slightly over E. Japan, fallen over China,
particularly in the North.
The high pressure area is central over W.
Japan, and a depression appears to be moving
Eastwards over N. China.
The monsoon is temporarily interrupted on
the China coast. Moderate monsoon over the
N. part of the China Sea.
Forecast:—E. winds, moderate to light; fair.

NAVAL APPOINTMENTS.

The following appointments have been made
at the Admiralty:—

Commander.—T. L. Shelford, to the *Glory*
(N.), on recommissioning.
Lieutenants.—C. D. Crespell, to the *Glory*,
1st and 2nd, on recommissioning; T. T. Hardy (T),
G. L. Saurin, W. B. Mackenzie, H. B.
Kington, and R. S. Snoddy, to the *Glory*,
additional, to date Dec. 22, and on recommission-
ing; H. L. Dicks, 1st and 2nd, and H. C. Pocock
(of the *King Alfred*), S. R. Millor, to the *King*
Alfred (G.), to date Dec. 22, and to the *Tamar*
(G.), undated; F. L. Attenborough (T), and H.
Stansbury (G.), to the *King Alfred*, undated.
Fleet Surgeons.—C. W. Buchanan-Hamilton,
to the *Glory*, on recommissioning, undated; G.
E. Geoghegan, to the *King Alfred*, for voyage
home, undated; G. Wilson, M.B., to the *King*
Alfred, on commissioning, to date Dec. 22, and
to the *Leviathan*, undated.

Surgeons.—J. Martin and R. F. MacMahon,
to the *King Alfred*, to date Dec. 22; and to the
Glory, on recommissioning, undated; J.
Thornhill, to the *Kinsale*; H. Haskisson and
J. G. Wallis, to the *King Alfred*, for voyage
home, undated.

Sub-Lieutenants.—J. C. Davis and F. E. H.
G. Hobart, to the *Glory*, on recommissioning.
Engineer-Commanders.—W. Hines, to the
King Alfred, to date Dec. 22; and J. S.
Watch, to the *Glory*, on recommissioning.

Engineer-Lieutenants.—W. G. Colquhoun,
to the *King Alfred*, to date Dec. 22; F. G.
Haddy, to the *Glory*, on recommissioning; and
C. Main, to the *Ocean*, undated.

Engineer-Sub-Lieutenants.—G. W. Bodel, to
the *Glory*, on recommissioning; P. Roove, to the
Anphitrite, E. Groves, F. J. Pedrick, and G.
E. McEwen, to the *King Alfred*, undated; C.
L. J. Rice, and H. L. Hammond, to the *King*
Alfred, to date Dec. 22, and to the *Glory*, on
recommissioning; C. B. F. La W. Rock, to the
King Alfred, to date Dec. 22, and to the *Kinsale*,
on recommissioning; and A. V. Eldridge, to the
King Alfred, undated.

Paymasters.—C. H. Rowe, to the *King*
Alfred, to date Dec. 22.

Midshipmen.—W. H. N. Young, E. Brooke,
and E. P. U. Broad, to the *Cressy*, A. S. Hyde
Smith and E. W. Bulteel, to the *Blenheim*, and
H. R. Troup, to the *Albion*, to date Dec. 22; S.
P. Beatty to the *Albion*, J. T. Tounson and
C. P. Vautier, to the *Ocean*, G. S. White to the
Eclipse, and R. Poore, to the *Glory*, additional
and on recommissioning, undated.

R.H.K.Y.C.

There will be a Ladies' Race for prizes kindly
presented by Mrs. C. G. Robinson and Staff-
Sergeant F. W. Parker, R.N., on Saturday, the
30th instant. Course—Channel Rocks (star-
board). Start 2.30 p.m.

Handicap:—
Vernon, *Dione*, *Elapheth*, scratch.
Albion, 15 sec.
Alannah, 2 minutes.
One-design, 3.20.
Iris, 4.40.
Gloria, 4.20.
Chanticleer, 5.
Doreen, 5.20.
Payne, 7.00.

The handicap for the reailed Commodore's
Cup race was revised at the Committee meeting
on Thursday last, and is as follows:—

Vernon }
Dione } scratch.
Elapheth }
Albion, 2.15.
Alannah, 6.
One-design class, 10.
Iris, 13.
Gloria, 14.
Chanticleer, 15.
Doreen, 16.

Particulars as to course, etc., have been pre-
viously published.

LATE TELEGRAMS.

[VIA SHANGHAI.]

THE TIBETAN MISSION.

Calcutta, 25th December.

A Press communication regarding the Tibet
Mission has been issued, and states that
General Macdonald, with the advanced party
of the Mission and escort, has reached Phari
after having reconnoitred the Tang-la Pass,
over the main chain of the Himalayas. There
was no opposition at any stage. The inhabi-
tants of the Chumbi Valley brought in supplies
and sold 100 mules to the Mission. They are
also arranging for the carriage of the Mission's
supplies on the contract system between
Chumbi, where Colonel Younghusband has
halted at present until supplies can be sent on,
and the lead of the mule road on the Rangpo
River in Sikkim. Colonel Younghusband has
been visited at Chumbi by the Phari Jongpen,
or district officer, who stated that no resistance
would be offered to the Mission, and that
supplies would be furnished.

Calcutta, 29th December.

The latest advices from Tibet state that the
Mission's occupation of the important post of
Phari will probably have a far-reaching effect
in the Chumbi Valley, and that the Bhutan-
Tibetan force which had collected in the rear of
Khamajong, disappeared after the Mission
withdrew from that post. The advance of the
British over the Jelap La has evidently been a
complete surprise to the Tibetans; and the
occupation of the fort which practically domi-
nates the Chumbi Valley and the road to Tibet
may, perhaps, end in a satisfactory termination
of the business. General Macdonald left 20y
r 390 Gurkhas at Phari and is now camping
in the valley, 15 miles off. The Tibetans have
a saying "When the English come to Lhasa
rice will grow at Phari," so impossible do they
think it for the British force to reach their
capital. The troops continue to bear the intense
cold satisfactorily.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: P. W. S. D. A. B. O. 5th Ed. Lister's.

P. O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

FRENCH LESSONS Wanted.

Apply—
M. L.
Care of Daily Press Office.
Hongkong, 13th January, 1904. [219]

WANTED.

SINGLE Gentleman would like to rent a large FURNISHED BEDROOM, permanently. Must be centrally located.
Apply to—
BOX 515,
Care of Daily Press Office.
Hongkong, 13th January, 1904. [220]

PUBLIC AUCTION.

THE Undersigned has received instructions from MAJOR BAKER-BROWN, R.E., to Sell by Public Auction—

TUESDAY,
the 19th JANUARY, 1904, commencing at 2.45 P.M., at his Residence, No. 5, STEWART TERRACE, the FINE
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE.

Comprising—
HATSTAND with MIRROR, DRAWING ROOM SUITE, OCCASIONAL TABLES, &c., &c.;
EXTENSION DINING TABLE, SIDEBOARD with BEVELLED MIRROR, DINNER WAGGON, WRITING TABLE, &c., &c.;
BRASS MOUNTED BEDSTEAD, WARDROBE with BEVELLED MIRROR, TOILET TABLES with BEVELLED MIRROR, CHEST OF DRAWERS, MARBLE TOP WASHSTANDS, TOILET SETS, &c., &c.;
BATHROOM, PANTRY and KITCHEN REQUISITES.

Also
One Cottage PIANO by RONISCH.
Terms—As Customary.
Catalogues will be issued.
On View from Monday, the 18th January, 1904.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 13th January, 1904. [221]
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"HALLOONG,"
Captain Gibson, will be despatched for the above port on FRIDAY, the 15th inst., at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAURENCE & CO.,
General Managers.
Hongkong, 13th January, 1904. [222]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY, the 12th inst.
Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 12th January, 1904. [223]
STEAMSHIP "ERNEST SIMONS"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Malapan and Condor*, from Havre ex s.s. *Condor*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignee before 2 P.M., TO-DAY, the 12th inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 19th January, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 19th January, or they will not be recognised. All damaged packages will be examined on Tuesday, the 19th January, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 12th January, 1904. [224]

CHEONG SHING
GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
FANCY SILK.

Wholesale and Retail. Prices very moderate.
No. 33, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUPP & Co.).
Hongkong, 16th May, 1903. [3170]

I TIMATIONS

WANTED.

A SMART YOUTH for Morahan's Office.
Must speak Chinese and be quick at figures.
Apply—
"F. L."
Care of Daily Press Office.
Hongkong, 11th January, 1904. [191]

WANTED.

A GOOD EUROPEAN RUNNER and also a BARMAN, for a First-class Hotel. One speaking several European languages preferred. Must be a single man. Apply, with testimonials and stating qualifications and salary required. Free Board and Lodging.
Apply by letter to—
"SOBRIETY,"
Care of Daily Press Office.
Hongkong, 9th January, 1904. [185]

WANTED.

BY A GENTLEMAN having 3 or 4 hours to spare a day, Private Writing Work. Can do English Bookkeeping and Correspondence.
Apply to—
A.
Care of Daily Press Office.
Hongkong, 12th January, 1904. [196]

WANTED.

ENGLISH SPEAKING GIRL to take charge of Little Boy during Weekday Afternoons.
Apply—
P. O. Box No. 58.
Hongkong, 12th January, 1904. [173]

WANTED.

A SHORTHAND WRITER and TYPIST.
Apply to—
X.
Care of Daily Press Office.
Hongkong, 12th January, 1904. [187]

PHILIPPINES.

GENTLEMAN, many years residence there, thorough knowledge import and export business, is open to represent Firms in those Islands. Every satisfaction guaranteed.
Apply—
"BRITISH."
Care of Daily Press Office.
Hongkong, 12th January, 1904. [188]

IMPERIAL KWANGTUNG LOAN OF 1895.

WHEREAS the BONDS issued for the IMPERIAL KWANGTUNG LOAN of 1895 provide that "Liabilities contracted under the terms of this Loan are payable to bearer. Should this Bond be destroyed by fire or flood, the holder shall report the number of the Bond to the office of the Commissioner of Customs and obtain and deposit the guarantee of a substantial firm and shall make advertisement in the newspapers. If after the due date for payment, the Bond of this number shall not have been presented for payment, the said firm and the original holder may claim payment of the principal and interest accruing under this Bond. If at any subsequent date this lost Bond be presented for payment, the original guaranteeing firm shall be required to pay over the full amount due. In default the firm shall be held liable for the amount. The proceeds of such fines shall be paid over to the Shan Hwa Chu for public purposes. And the Bond also provides that on the due date for the payment of each instalment of principal and interest the Bond must be presented at the Customs Office for examination and payment. The Commissioner of Customs shall on each occasion cut off and retain one of the eleven coupons annexed. When after six years the full amount of principal and interest shall have been paid off the whole Bond shall be cancelled."

AND WHEREAS there are still outstanding and unpaid one hundred and one other coupons regarding which no report has been received.

NOTICE IS HEREBY GIVEN that any of the outstanding coupons under the Imperial Kwangtung Loan of 1895 which shall not be presented to the Office of Customs at Canton for verification and payment on or before Kwang Hsi 30th year 8th moon 29th day (the tenth day of August, 1904), will be forfeited and will not be further recognised, and

FURTHER that any application for repayment of Bonds or coupons reported to be lost or stolen shall be accompanied by a guarantee in a form approved by the Commissioner of Customs. Notice of the application shall be advertised at the applicant's expense for three months in such way and at such intervals as may seem advisable to the Commissioner of Customs, and if no objection is made before the expiration of the three months, the amount claimed may then be paid.

This Notification is issued on behalf of the Kwangtung Provincial Authorities without personal responsibility to the undersigned.

R. DE LUCA,
Acting Commissioner of Customs.
Custom House,
Canton, 6th January, 1904. [178]

RUINANT PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAURENT, WAGNER & Co.,
Sole Agents.
Hongkong, 18th May, 1903. [105]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road, Price 15 cents per copy cash.
Hongkong, 22nd December, 1903. [3518]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,
27, DES VUEX ROAD CENTRAL HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903. [2490]

ENTERTAINMENT

HONGKONG VOLUNTEER CORPS.

A CONCERT followed by a laughable farce

"TICKLISH TIMES"
will be given at the

THEATRE ROYAL, CITY HALL,
on

SATURDAY, JANUARY 16th, 1904,
Commencing at 9 P.M.

PRICES:—
Dress Circle \$3
Stalls \$2
Pit \$1

Reserved Seats may be booked at RUBINSON PIANO CO., on and after JANUARY 11th, 1904.

Under the patronage of H.E. Mr. MAY, C.M.G., H.E. Major-General V. HATTON, C.B., and Rear-Admiral ROBINSON.
Hongkong, 6th January, 1904. [143]

MUSIC.

RAPID Tuition given on the BANJO, VIOLIN, &c. Terms moderate.
L. A. DE GRACA,
38, Peel Street, or
Care of Daily Press Office.
Hongkong, 11th August, 1903. [85]

DANCING.

MRS. DONALDSON (Daughter of Professor F. F. WALLACE, of Rosemount Dancing Academy, Glasgow) has pleasure in advertising a SECOND BEGINNERS' CLASS to open in the CITY HALL shortly.

Practice twice weekly...Fee \$10 a month.

Address—
51, WONG-NEI-CHONG ROAD.
Hongkong, 1st January, 1904. [103]

FOR SALE.

THE BUSINESS of an Old-Established Mercantile Firm in Hongkong, including name, Goodwill, Office and Furniture.
Apply, by letter, to—
BUSINESS,
Care of Daily Press Office.
Hongkong, 12th January, 1904. [205]

AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [87]

INSURANCES

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.
HOLLAND-CHINA TRADING CO.
Hongkong, 26th November, 1903. [2160]

LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.
THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept RISKS against Fire at current rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. [105]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [99]

PHENIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAURENCE & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [9]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security \$262,719
Total Losses Paid \$26,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.
Hongkong, 18th May, 1903. [194]

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.
THE Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
W. G. HUGHES & CO.,
Hongkong, 3rd August, 1903. [2185]

NORTHERN ASSURANCE CO.,
FIRE and LIFE.
ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
TURNER & CO.,
Agents.
Hongkong, 23rd September, 1903. [2077]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1902, \$16,378,771.

I. AUTHORIZED CAPITAL...\$3,000,000 0 0
SUBSCRIBED CAPITAL...2,750,000 0 0
PAID-UP CAPITAL...687,500 0 0
II. FUND FUNDS...2,867,215 11 10

THE Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1903. [1885]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction (FOR ACCOUNT OF THE CONCERNED),

SATURDAY,
the 16th JANUARY, 1904, at 11 A.M., at their

SALES ROOMS, No. 8, DES VUEX ROAD
(Corner of Ice House Street),

TWO FIELD SPANIELS
About 3 years old.

(Only imported this Season from England and shot over two seasons).

TERMS—As usual.
HUGHES & HUGH,
Auctioneers.
Hongkong, 12th January, 1904. [201]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,
the 16th JANUARY, 1904, at 2.30 P.M., at his

SALES ROOMS, QUEEN'S ROAD,
AN ASSORTMENT OF
JAPANESE CURIOS.

OLD SATSUMA, SILVER CLOISONNE, BRONZES, A VIOLIN, FIGURES, IVORY CARVINGS, ALBUMS, KAGA TEA SETS, &c.

TERMS OF SALE—As Customary.
Y. I. REMEDIOS,
Auctioneer.
Hongkong, 12th January, 1904. [202]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of JANUARY, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land South of Bowen Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub.	Boundary	Contents in Acres				Annual Rent	Upset Price.
		N.	S.	E.	W.		
Inland Lot No. 111	South of Bowen Road	247	27	170	102	40,247	\$78 10,658

THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY,
JANUARY 23rd, 1904,
at the HILLIER STREET WHARF, Hongkong
at 12 noon.

THE S.S. "SAN CHEUNG,"
where she will then be lying.

This vessel is a Twin screw steamer of the following dimensions and tonnage:—Length over all 200 feet; breadth at deck level 33 feet; Depth of hold 9 feet; gross tonnage 951 tons; Net tonnage 770 tons. She is fitted throughout with electric light, and holds a Hongkong Passengers' Certificate, and can carry 1,100 Chinese and 26 a loon passengers.

The vessel is to be sold with all appurtenances, engines, anchors, chains, boats, fixtures, machinery, furniture, glass, crockery ware, and gear, inventories of which can be seen, and particulars and conditions of sale can be obtained at the office of JOHN HASTINGS, Esquire, the Valuers' Solicitor, No. 2, Wyndham Street, or of Messrs. CARMICHAEL and CLARKE, Consulting Engineers, or of Mr. GEO. P. LAMBERT, the Auctioneer.

Hongkong, 12th January, 1904. [204]

BANK

THE DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL...Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta, Hankow, Tientsin, Kiangsu (Kiautschau).

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT: DIRECTOR DER DISCOUNT GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 4th October, 1902. [24]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 18

HEAD OFFICE—LONDON.

CAPITAL PAID-UP...£200,000

RESERVE LIABILITY OF SHAREHOLDERS...£200,000

RESERVE FUND...£725,000

INTEREST allowed on Current Account at the rate of 2 1/2 per cent. on the Daily balances.

On Fixed Deposits for 12 months 4 per cent

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" " " " " 1/17179869184 " " "

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" " " " " 1/68719476736 " " "

" " " " " 1/137438953472 " " "

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" " " " " 1/549755813888 " " "

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" " " " " 1/8796093022208 " " "

" " " " " 1/17592186044416 " " "

" " " " " 1/35184372088832 " " "

" " " " " 1/70368

THE "APOLLO" PIANO- PLAYER

MAKES MUSICIANS
OF US ALL

Price \$450 up.

FOR
Hire or Credit

10,000 PIECES TO SELECT FROM.

THE LATEST
"VICTOR"
TALKING
MACHINES

WITH TAPERING ARM.
SUPERSEDING OLD STYLE.

THE
ROBINSON
PIANO
CO. LTD.

Hongkong, 11th January, 1904. [3333]

NOTICE.

THE date of Closing of Entries for the FORTHCOMING RACES has been POSTPONED from the 9th JANUARY to SATURDAY, 16th.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 28th December, 1903. [3380]

NOTICE OF REMOVAL.

THE Business of AH MEN and HING CHEONG & CO., Tailors, will be CARRIED ON from the 17th inst. at No. 8 QUEEN'S ROAD CENTRAL, opposite to the Connaught House Hotel.
Hongkong, 5th January, 1904. [128]

A. LING & CO.,
FURNITURE STORE.
PLATED, GLASS AND CROCKERY
WARE, &c., &c., and FROCKOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

ACHEE & CO., Established 1859.
Furniture Dealers, Silver-plated, China
Glass and Iron Wares.
17A, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hong

PHOTOGRAPHY

M. MUMBEY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; 110, 8A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Baking's Genuine Com-
position Red Brand Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c., Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

PUBLIC COMPANIES

CHINA PROVIDENT LOAN AND
MORTGAGE COMPANY, LD.

THE SEVENTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS in the
Company will be held at the OFFICES of
the Company, 14, Des Vaux Road, on
SATURDAY, the 16th JANUARY, 1904, at
11 o'clock A.M., for the purpose of receiving a
Statement of Accounts and the Report of the
General Managers for the year ending 31st
December, 1903, declaring a dividend and
electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from WEDNESDAY, the
13th JANUARY, 1904, to SATURDAY, the 16th
January, 1904, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 5th January, 1904. [130]

THE KOWLOON LAND AND BUILD-
ING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
FIFTEENTH ORDINARY MEET-
ING OF SHAREHOLDERS in this Company
will be held at the COMPANY'S OFFICES,
Victoria Buildings, on WEDNESDAY, the
20th JANUARY, 1904, at 12 o'clock NOON,
for the purpose of receiving the Report of the
Directors together with Statement of Accounts
for the year ending 31st December, 1903.

The REGISTER OF SHARES of the
Company will be CLOSED on FRIDAY,
the 15th JANUARY, to WEDNESDAY, the
20th JANUARY, (both days inclusive), during
which period no Transfer of Shares can be
Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
Hongkong Land Investment and Agency
Company, Limited.

General Agents for the
KOWLOON LAND AND BUILDING
COMPANY, LIMITED.
Hongkong, 5th January, 1904. [145]

THE WEST POINT BUILDING
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
SIXTEENTH ORDINARY MEET-
ING OF SHAREHOLDERS in this Company
will be held at the COMPANY'S OFFICES,
Victoria Buildings, on WEDNESDAY, the
27th JANUARY, 1904, at 11.30 o'clock A.M.,
for the purpose of receiving the Report of the
Directors together with Statement of Accounts
for the year ending 31st December, 1903.

The REGISTER OF SHARES of the
Company will be CLOSED on SATURDAY,
the 16th JANUARY, to WEDNESDAY, the
27th JANUARY (both days inclusive), during
which period no transfer of Shares can be
registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
Hongkong Land Investment and Agency
Co., Ltd.

General Agents for
THE WEST POINT BUILDING
COMPANY, LTD.
Hongkong, 9th January, 1904. [192]

THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.

NOTICE IS HEREBY GIVEN that the
SIXTEENTH ORDINARY MEET-
ING OF SHAREHOLDERS in this Company
will be held at the COMPANY'S OFFICES,
Victoria Buildings, on WEDNESDAY, the
27th JANUARY, 1904, at 12 o'clock NOON,
for the purpose of receiving the Report of the
Directors together with Statement of Accounts
for the year ending 31st December, 1903.

The REGISTER OF SHARES of the
Company will be CLOSED on SATURDAY,
the 16th JANUARY, to WEDNESDAY, the
27th JANUARY (both days inclusive), during
which period no transfer of Shares can be
registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 9th January, 1904. [193]

THE NATIONAL BANK OF CHINA,
LIMITED.

NOTICE IS HEREBY GIVEN that the
THIRTEENTH ORDINARY
ANNUAL GENERAL MEETING OF THE
NATIONAL BANK OF CHINA,
LIMITED, will be held at the BANK
PREMISES, Queen's Road, Victoria, Hong-
kong, on SATURDAY, the 30th JANUARY,
1904, at Noon, for the purpose following,
namely—
To receive and consider the Statement of
Accounts and Balance Sheet for 31st December,
1903, the reports of the Directors and Auditors
thereon, to elect Directors and Auditors,
to determine whether the place of Mr. WILLIAM
WOTTON who retires under Article 133 shall
be filled up, whether the London Committee
shall be reduced to two instead of three under
Article 137, and to transact any other ordinary
business of the Company.

The TRANSFER BOOKS and Register of
Members of the Company will be CLOSED
from the 16th to the 30th day of JANUARY,
1904, both days inclusive.

By Order,
GEO. W. F. PLAYFAIR,
Chief Manager.
Hongkong, 8th January, 1904. [188]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI
A.L. & B.C. Scott's and Engineering Code
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide 264

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22
PATENT SLIP (at KOSUJIE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
STEAMER, POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE. 1877

[ALL RIGHTS RESERVED.]

THE WOMAN ON THE DERELICT.

BEING THE STRANGE LOVE STORY
OF JOHN BRAMWELL,
BY
GUY BOOTHBY

(Author of "Dr. Nikola," "My Indian
Queen," &c., &c.)

SYNOPSIS OF INSTALLMENTS 1 & 2.
John Bramwell, after knocking about
the world for many years, arrives in Sydney
from San Francisco, and being discharged from
his ship looks about for further work. He calls
at the office of a shipping firm, is appointed
mate of the schooner "Britomart," and the
following day sails for Apia. Two years pass
away. One day, while Bramwell is sitting on
the veranda of an hotel, a man approaches
and enters into conversation with him. It
appears he is owner of the schooner "Kitti-
wake," to which some mystery attaches, lying
off Apia. He invites Bramwell to go with him
and look over his vessel.

CHAPTER II.
The mysterious owner of the schooner "Kit-
tiwake" had spoken nothing but the truth
when he had declared that the vessel would
merit inspection. Personally I had never seen
anything like her before. Her tonnage must
have been nearer five hundred than four, and
her lines were perfect in their symmetry. For
a tonnage of 500 I thought she was somewhat
heavily equipped, but when I came to know her
better I had to admit that this was not the
case. Her appointments were of the most
approved pattern and were in perfect condition.

"Let us come below," said my companion, and
forthwith led me to the cuddy, or perhaps I
should say in this case, the saloon.

If I had been surprised by what I saw on
deck, I was doubly so now. The saloon was a
large one for a vessel of the South Sea trade,
but it was not that which surprised me so much
as its fittings. As a matter of fact it resembled
an artist's man's study or studio more than a
schooner's living apartment. The sky-
light was shaded with silk curtains; between
the cabins, of which there were six, three on
either side, were book cases. There were several
pictures, and right aft, a cushioned lounge; a
cock matting covered the floor, with two or three
chairs strewn about; the dining table in the
centre was oval in shape, and was now laid as if
in preparation for a meal. The white napery and
sparkling glass and silver looked really cool
and inviting. I can assure you, after the glare
outside.

"May I offer you a cool drink after our
row?" asked my host, as he placed his hat on a
small table.

Upon my accepting he rang a small bell,
which was immediately answered by a white-
robed China boy. Pilsener, ice cold, presently
made its appearance.

"And now may we introduce ourselves to each
other," said my host. "I might set the exam-
ple by explaining that my name is Farrington."
—Giles Farrington. I believe they do me the
honour to give me some sort of reputation in
these seas."

I could not repress a little start of astonish-
ment. So this man was none other than the
famous Giles Farrington, of whom I had heard
so many stories since my coming to the South
Seas! Nobody seemed to know quite who or
what he was, though many people had pretended
to be well informed. It was said that he never
settled down anywhere; but that he made his
settled home; roaming about from island to
island as the fancy took him. That he was
wealthy would seem to be a fact that admitted
of no dispute. Indeed he could not have lived
in the style he did, unless such had been the
case. It was another of his peculiarities that
he had no friends, also that he had never been
known to speak to a woman. To balance that
folk, who pretended to know, asserted that he
was worshipped by his crew, who, at the same
time, feared him more than anyone else on earth.

"Ah, I see you have heard of me," he con-
tinued, with another of his peculiar smiles. "I
wonder why it is that people put themselves to
so much trouble to discuss the doings of folk
they have probably never, or will probably never
see, in their lives. I have heard the most ex-
traordinary stories about myself. At one time
it was confidently asserted that I was none
other than the redoubtable Billy Hayes I have
been told that, by popular report, I live by
piracy, and slave dealing, by opium smuggling,
and half a dozen other artistic phases of vil-
lany. It seems hard to believe, and a distance
from a craving for an average fellow man, I should
not have failed to pursue my way in peace. But
here is tiffin. Shall we sit down to it, Mr.
Bramwell?"

"So you are acquainted with my name?" I
asked with surprise, wondering how he could
have become aware of it.

"Perfectly," he answered, as we took our
places at the table. "Have I not just given you
proof of it? It was on purpose to see you,
and to ask you to lunch with me to-day, that I
went ashore this morning."

"I am afraid that I must confess to a feeling
of some surprise that you should have heard of
me," I said. "I had no idea that I was such
an important person."

"You underestimate yourself," was his reply.
"To my thinking that is as much a fault as
overweening conceit, for in either case you give
the world a false impression of your ability.
Won't you let me give you some of this salad?
I think you will like it. It is from a recipe of my
own."

The salad certainly was delicious, but what I
wanted to know was, first, how he had heard
of me, and second, why he had invited me to
lunch? That it was merely to make my
acquaintance I did not for a moment believe.
He must have gathered what was passing in
my mind, for he laughed softly.

"I can see you are still puzzled," he observed.
"In that case we will not have any mystery
about it. It really is a very simple matter after
all. To begin with, I heard of you some years
ago from your first skipper, later on from your
present skipper, and a few days since from Mr.
Holland, of Sydney, in whose employ I have
you now are. So you see it is a question of
reputation, and the elements of reputation should
be rather a pity that a magician should ever be
called upon to tell how he does his tricks."

The explanation was certainly simple, but I
was still flustered over what his reason was for
inviting me to lunch with him. I did not like to
press him, however, feeling sure that he would
tell me all that was necessary in good time.

Our meal, which was a masterpiece of culi-
nary art, and which might very well have been
the work of some famous French chef, being at
an end, my host produced cigars, and proposed
that we should go on deck, where he thought
we should find it cooler under the awning. He
should find it cooler under the awning. He
made a fine figure of a man as he lay stretched
out in his long chair, his head thrown back, and
his cigar held in his lips. There was an im-
pression of latent strength about him that could
scarcely fail to impress the beholder. I found
myself wondering, as so many other people had
wondered before me, what his real history was,
and what it was that had made him lead the life

he did. Thinking over this I allowed my cigar
to go out, and felt in my pockets for a match
wherewith to light it again. To my surprise,
I discovered that I had not put my match-box
in my pocket that morning. He saw my dille-
mma, and produced his own, which he handed to
me. It was of plain silver, unadorned, and orna-
mented only with a small crest, two hands up-
holding a sword, if I remember right. Having
set my cigar going again, I banded the match-
box back to him, making a mental note of what
I had discovered upon it, in case I should ever be
able to gain some clue from it as to his identity.
"And now, Mr. Bramwell, I won't test your
patience any longer," he said at last. "Let us,
therefore, get to business. I was given to un-
derstand by Mr. Holland in his letter that there
is a possibility of your leaving his employment.
Is that so?"

"There is certainly the possibility," I an-
swered, "but whether it is probable I shall do
so must of course depend very much on cir-
cumstances. If the truth must be confessed, the
super cargo and I don't contrive to hit it off
very well together. It may be my fault, though I
don't think it is. Mr. Holland seemed inclined,
however, when I spoke to him on the matter,
to take his side. In consequence, things, since
we left Sydney, have gone steadily from bad to
worse."

"Under such circumstances I should say that
you could not do better than leave the employ.
That is exactly what I wanted to see you about.
As a matter of fact, if you want a change of
service, I am prepared to offer you the post of
chief mate on board this boat on better pay than
you are at present receiving. You would be
comfortable, I think, and for many reasons I
don't fancy you would regret the change."

This offer was so entirely unexpected that,
for a moment, I scarcely knew what to say.
"It is very good of you to pay me the com-
pliment," I observed at last, "but I hardly
know what answer to give you until I have
heard a little more about it. May I ask who
your skipper is?"

"Myself," was his reply. "The second mate
is a very obliging young fellow, named Rathway,
with whom I am sure you would get on."

"And your cruises?" I asked. "I hope you
will not object to giving me some information,
as of course I very naturally want to know how
I stand. I have no one to consider but myself;
nevertheless, I don't want to get myself into
any more troubles than I can possibly avoid."

"But you like a spice of adventure, I sup-
pose?" the other enquired with a smile. "You
look that sort of fellow, or I am mistaken in
my man."

"Oh, I like a bit of adventure well enough,"
I said with a laugh. "You need have no fear on
that score. But there are different kinds of
adventures. The burglar may call breaking into
a house by that name, or the garrotter, but
that's not the kind of thing I care about."

"Very naturally! But it is not my intention
to offer you any amusements of that description.
Now, look here, Bramwell, I like your face, and
I have heard you well spoken of. If I tell you
straight out what you would have to do with me,
will you give me your word of honour not to
repeat it, should you decide not to accept my
offer? I shall to a certain extent, be putting
myself in your power, and as you will see for
yourself, I shall have no sort of hold upon you
save your word."

I thought for a moment before I replied. My
curiosity was excited, and I did not see how I
could come to any harm by giving him the promise
he asked of me.

(To be continued)

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON.

On and after the 1st JANUARY, 1904, commen-
cing with the "COROMANDEL" from
Shanghai on 12th January, and Hongkong on
16th January, the Passage Rates will be by
Mail steamers—
First Saloon Second Saloon
To London £85 £44
To Marseilles £61 £22
To Brindisi £61

Return tickets are issued at a fare and a half
available for 2 years.

The proposed sailings are—
Departure from Hongkong Connecting at Colombo
S.S. Coromandel January 16th S.S. Himalaya
S.S. Bengal January 30th S.S. India
S.S. Malta February 13th S.S. Moldavia
S.S. Chusan February 27th S.S. Arcadia
S.S. Ballarat March 12th S.S. Australia
S.S. Coromandel March 26th S.S. Oceania
S.S. Simla April 9th S.S. Mongolia
S.S. Bengal April 23rd S.S. China
S.S. Malta May 7th S.S. Himalaya
S.S. Chusan May 21st S.S. Marmora
Good accommodation can be arranged on
booking in the connecting steamers at Colombo,
which now include the new steamers Moldavia,
Mongolia and Marmora.

INTERMEDIATE STEAMERS.

The revised rates of passage by these steamers
are now: To London 1st Saloon £50, 2nd Saloon
£35.

Return tickets available for 2 years can now
be issued at a fare and a half.

Return tickets available for two years are
also issued home by Intermediate and out by
Mail steamer or vice versa.

Rates on application.
When these steamers call at Marseilles,
tickets can be issued to that port at 24th
Saloon £33 Second Saloon.

E. A. HEWETT,
Superintendent.
Hongkong, 11th January, 1904. [3240]

H.M. NAVAL YARD EXTENSION,
HONGKONG.

ERECTION OF A TIMBER JETTY.

TENDERS are invited for the above
work. DRAWINGS, SPECIFICA-
TION AND CONDITIONS OF Contract may
be seen and Form of Tender obtained at the
Office of the Superintending Civil Engineer,
H.M. Naval Yard, and after the 14th inst.
Sealed tenders marked "Tender for Erection
of Timber Jetty" are to be delivered on or
before THURSDAY, the 21st inst., at Noon,
addressed to the Superintending Civil Engineer,
and placed in Tender Box at the Superintending
Civil Engineer's Office.

The lowest or any Tender will not necessarily
be accepted.
Hongkong, 12th January, 1904. [207]

ILLUSTRATED POST CARDS
Coloured, Write-Away Cards, &c.,
For Sale at GRACE & CO.'S Stall at
HONGKONG HOTEL CORRIDOR.

Also
Used and Unused Foreign and Colonial
POSTAGE STAMPS
in Sets, Packets or Single. King Edward VII
Albums, Catalogues, Hinges, &c., &c., &c.
Inspection invited.
Hongkong, 12th June, 1903. 278



A perfect complexion
depends on delicacy of skin, which is conferred by
'DARTRING' 'LANOLINE'

No imitation can bear the 'Dartring'.
No imitation can be called 'Dartring'.
'DARTRING' TOILET 'LANOLINE'
in collapsible tubes.
'DARTRING' 'LANOLINE' TOILET SOAP.

1255-2

SAW-MILL AND TIMBER-WORK MACHINERY.

KIRCHNER & CO., A.G., LEIPZIG-SELLERHAUSEN

LARGEST FACTORY OF THIS KIND IN THE WORLD.

OVER 100,000 MACHINES SUPPLIED.

CHICAGO 1893: 2 PRIZE MEDALS, 7 DIPLOMAS; PARIS 1889: GRAND PRIX AND DEC.

DE LA LEGION D'HONNEUR.

ONE OF THE PROPRIETORS (AN EXPERT) WILL COME TO HONGKONG
AT THE BEGINNING OF 1904.

We beg to direct all inquiries to

KIRCHNER & CO., CARE OF GERMAN CONSULATE, HONGKONG.
[3528]

BUTTERFIELD & SWIRE.

Agents



LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Five Insurance Companies.

Hongkong, 18th August, 1903

[1319-2]

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE
COMPANY.
ESTABLISHED 1833.

INCOME 1902 £ 2,731,301
TOTAL ASSETS AS PER BALANCE SHEET 1902 10,773,237
TOTAL CLAIMS PAID 41,331,183

POLICIES issued by—

WM. MEYERINK & CO., Agents.
Hongkong, 1st January, 1904. [111]

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HONMACHI, MOJI, MINAMI-AJIKAWA,
OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: MR. S. NAKAYAMA, MOTOMACHI YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong
CODE USED: A 1 & A. B. C. 4TH ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries
Maritimes de France, Foreign and Japanese steamers, Around and Japanese Railway Companies,
& Sole Proprietors of Kurematsu and Tetsu Coal Mines. Sole Agents for Kawamata,
Komatsugawa, Minamio, Kojiri and Kurematsu Collieries.

Hongkong, 4th March, 1903.

K. UYEMURA, Manager

[240]

FROM PIER TO PEAK

LAMBERT AND BUTLER'S FRONTIER MIXTURE IS SMOKED BY ALL
HIGH-CLASS

SHIPPING.

ARRIVALS.	
Jan. 11, LAUNAN, British str., 2,225, S. J. Tadd, Singapore 14th Jan., General.—JARDINE, MATHESON & Co.	
Jan. 11, SHANTUNG, German str., 1,687, Engelhardt, Shanghai 9th Jan., G. McEwan.	
Jan. 12, AUSTRALIAN, British str., 1,876, W. G. McArthur, Kobe 7th Jan., General.—GIBB, LIVINGSTON & Co.	
Jan. 12, ERICSTADT, French str., 2,162, Charbonnel, Marseilles 13th Dec. and Saigon 9th Jan., Mails and General.—MESSAGE-RIER, MARTIN.	
Jan. 12, L. CHATEL, Italian str., 794, Schiavino, Calcutta 1st Nov., General.—CARLOWITZ & Co.	
Jan. 12, L. CHATEL, German str., 2,563, Bockholt, New York 24th Oct. and Manila 10th Jan., General.—CARLOWITZ & Co.	
Jan. 12, MACHU, German str., 995, H. Harjos, Bangkok 31st Dec. and Swatow 11th Jan., Rice and Teakwood.—BUTTERFIELD & SWIRE.	
Jan. 12, PAKHOI, British str., 1,292, Meath, Chingking 7th Jan., General.—BUTTERFIELD & SWIRE.	
Jan. 12, PALMA, British str., 4,913, G. W. Cockman, London 28th Nov. and Singapore 5th Jan., General.—P. & O. S. N. Co.	
Jan. 12, PRINCE, Norwegian str., 553, Seeborg, Hongkong and Hoihow 11th Jan., General.—SANDER, WIELER & Co.	
Jan. 12, THALES, British str., 820, A. J. Robson, Foshow 8th Jan., Amoy 9th and Swatow 11th, General.—DOUGLAS LARPAIK & Co.	
Jan. 12, TOTO MARU, Japanese str., 1,990, K. Asai, Saigon 5th Jan., Rice and General.—CHINESE.	
Jan. 12, ZAFIRO, British str., 1,611, R. Rodger, Manila 9th Jan., Mails and General.—SHEWAN, TOMES & Co.	

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
12th January.
Emma Lyden, German str., for Kobe.
Kema, British str., for Shanghai.
Tuloh, British str., for Canton.

DEPARTURES.

12th January.
ALBION, British battleship, for Mira Bay.
ANDER DICKMERS, German str., for Bangkok.
ANNA, French str., for Europe.
AYR, British str., for Rangoon.
CARL DIEDERICHSEN, Ger. str., for Hoihow.
CLARA JENSEN, German str., for Tannier.
DAIJO MARU, Japanese str., for London.
DARWIN, British str., for Bangkok.
DEVANOR, German str., for Shanghai.
ERNEST S. M., British str., for London.
GLIMPSE, British str., for Singapore.
GLOAMING, British str., for Swatow.
HOFKING, British str., for Singapore.
JONIA, Italian str., for Bombay.
JONIA, Italian str., for Shanghai.
SAVOIA, German str., for Singapore.
VICTORIA, Norwegian str., for Rangoon.
WAIHORA, British str., for Hoihow.

VESSELS IN DOCK.

12th January.
ANDERSON DOCK.—Ely, Zafiro.
K. W. DOCK.—U.S.A.T. Sacramento, H.G.M.S. Mace, Tartar, H.M.S. Glory, Amoy, Anhui, Haitan, Kowloon, Nanning, H.M.S. Brilmont, Germania, D. A. Lantz.
COSMOPOLITAN DOCK.—Salamanca, Paula Bean, Chitli, Honam.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"
Captain McArthur, will be despatched for the above ports TO-DAY, the 15th January, at Noon.

This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This steamer is installed throughout with the Electric Light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 28th December, 1903. [91]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"THALES,"
Captain Robson, will be despatched for the above ports TO-MORROW, the 16th inst., at DAY-LIGHT.
For Freight or Passage, apply to
DOUGLAS LARPAIK & CO., General Managers.
Hongkong, 12th January, 1904. [208]

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.
(With liberty to call at Philippine Ports.)
THE Steamship
"HUDSON,"
Captain Burnett, will be despatched for the above on or about the 15th inst.
For Freight or further information, apply to
STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department, Agents.
Hongkong, 8th January, 1904. [176]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship
"GISELA,"
Captain Calabrese, will leave for the above places on TUESDAY, the 19th inst., P.M.
For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.
Princes' Buildings.
Hongkong, 12th January, 1904. [13]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	16th inst., at Noon
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 20th inst.
LONDON & ANTWERP	NESTOR	Brit. str.		BUTTERFIELD & SWIRE	2nd Feb.
LONDON & ANTWERP	KINTUCK	Brit. str.		BUTTERFIELD & SWIRE	16th Feb.
LONDON & ANTWERP	KONTAK	Brit. str.		BUTTERFIELD & SWIRE	1st Mar.
LIVERPOOL, WITH TRIP TO SINGAPORE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	19th inst.
MARSEILLES, LONDON & ANTWERP	SANUKI MARU	Jap. str.	W. Townsend	NIPPON YUSEN KAISHA	23rd inst., D'light
MARSEILLES, LONDON & ANTWERP	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	20th inst., at Noon
BREMEN, VIA PORTS OF CALL	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	15th inst.
HAYRE, LONDON, ANTWERP & HAMBURG	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	About 30th inst.
HAYRE, BREMEN & HAMBURG	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	30th inst.
HAYRE & HAMBURG	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	6th Feb.
HAYRE & HAMBURG	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	23rd Feb.
HAYRE & HAMBURG	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	8th Mar.
GENOA, MARSEILLES & LIVERPOOL	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	15th Feb.
TRIESTE, &c. VIA SINGAPORE, &c.	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	29th inst. P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	About 15th inst.
VANCOUVER, VIA SHANGHAI, &c.	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	About 10th inst.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	27th inst.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	To-day, at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	15th inst.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	24th inst.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	25th inst., at 4 P.M.
PORTLAND, OREGON	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	9th Feb., at 4 P.M.
AUSTRALIAN PORTS	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	30th inst.
AUSTRALIAN PORTS	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	To-day, at Noon
AUSTRALIAN PORTS	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	22nd inst., at 4 P.M.
AUSTRALIAN PORTS	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	23rd inst.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	About 12th inst.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	15th inst. P.M.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	15th inst. D'light
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	21st inst., at Noon
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	29th inst., D'light
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	27th inst., at Noon
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	To-day, at Noon
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	15th inst.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	About 16th inst.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	22nd inst., 10 A.M.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	17th inst.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	15th inst.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	To-morrow D'light
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	15th inst. D'light
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	To-day, at 11 A.M.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	15th inst., 10 A.M.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	23rd inst.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	23rd inst., 10 A.M.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	About 22nd inst.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	To-morrow
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	16th inst., at 3 P.M.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	About 21st inst.
YOKOHAMA & KOBE	YANGTZE	Brit. str.		BUTTERFIELD & SWIRE	26th inst., at Noon

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PENANG, GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"COROMANDEL,"
Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 16th JANUARY, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.
Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 5th January, 1904. [1]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"
Captain E. Fey, will be despatched for the above ports on SATURDAY, the 16th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD., Agents.
Hongkong, 12th January, 1904. [200]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1903.
"SIKH" ... 19th Jan.
"SAGAMI" ... 26th Jan.
"AFRIDI" ... 9th Feb.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 9th January, 1904. [1125]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(week days) 1st Class including cabin and servant, \$3. Return Ticket \$5.
2nd Class \$1. 3rd Class 50 cents.
On Excursion Sundays, Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 8th September, 1903. [6]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PENANG, GULF, CONTINENTAL,
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For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 5th January, 1904. [1]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

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For Freight or Passage, apply to
DAVID SASSOON & CO., LD., Agents.
Hongkong, 12th January, 1904. [200]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1903.
"SIKH" ... 19th Jan.
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Wharf at the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.
MING ON & CO.,
2nd Floor, 16, Victoria Street.
Hongkong, 8th September, 1903. [6]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
AMBRIA ... HAYRE and HAMBURG ... On 15th Jan. Freight.
Capt. Duckstein ... (Calling at Singapore and Colombo) ... Freight & Passengers.
WURZBURG ... HAYRE, BREMEN and HAMBURG ... On 30th Jan. Freight & Passengers.
Capt. v. Binzer ... (Calling at Singapore and Penang) ... Freight & Passengers.
ALEXIA ... HAYRE and HAMBURG ... On 6th Feb. Freight.
Capt. Schindelfeld ... (Calling at Singapore and Colombo) ... Freight.
SITHONIA ... HAYRE and HAMBURG ... On 23rd Feb. Freight.
Capt. Hildebrandt ... (Calling at Singapore and Penang) ... Freight.
BAMBERG ... HAYRE and HAMBURG ... On 8th Mar. Freight.
Capt. Miltzke ... (Calling at Singapore and Colombo) ... Freight.
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN" ... 3,852 Tons ... WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 10th Feb.
R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 9th Mar.
Hongkong to London, 1st Class ... via St. Lawrence \$60. via New York \$82.
Intermediate on steamers ... \$40.
and 1st Class Rail ... \$22.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
9, Pedder Street.

TOYO KISEN KAISHA

MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unvalued Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 11th January, 1904.

K. MATSUDA, Acting Manager.

"ROHILLA MARU" ... Ernest Bent ... 3869 ... Wednesday, 13th January, at 11 A.M.
"ROSETTA MARU" ... H. S. Smith ... 3876 ... Thursday, 21st January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 11th January, 1904.

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Hongkong, 11th January, 1904.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 22nd January.
GLASGOW AND LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 3rd February.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"YANGTZE"	On 19th January.
LIVERPOOL, with TRAN- SHIPMENT at SINGAPORE	"YANGTZE"	On 19th January.
LONDON and ANTWERP	"NESTOR"	On 2nd February.
GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 15th February.
LONDON and ANTWERP	"KINTUCK"	On 16th February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	On 24th January.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWEIYANG"	On 13th Jan. Noon.
SHANGHAI	"KIUKIANG"	On 14th Jan. 4 P.M.
SHANGHAI	"KAIFONG"	On 14th Jan. 4 P.M.
SHANGHAI	"ANHUI"	On 15th Jan. 4 P.M.
SHANGHAI	"CHENAU"	On 23rd January.
SHANGHAI	"TAIYUAN"	On 23rd January.

PORTLAND & ASIATIC STEAMSHIP CO.
PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.
STEAMERS
"INDRAVILLI" 4,899 Tons. R. P. Craven Captain. January 30, 1904
"INDRAPURA" 4,899 Tons. A. E. Hollingsworth Captain. February 13, 1904
"INDRASAMBA" 5,197 Tons. W. E. Craven Captain. March 15, 1904
Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 12th January, 1904.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	Friday, January 15th
OLYMPIA	2,837	A. Dixon	Thursday, February 11th
SHAWMUT	9,606	W. M. Smith	Friday, February 19th
TACOMA	2,812	M. Kidley	Friday, February 26th
VICTORIA	3,502	J. Troubridge	Wednesday, March 10th
TREMONT	9,606	T. W. Garlick	Friday, March 26th

Not carrying second class passengers. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT 9,606 tons. W. M. Smith. About 28th January.
S.S. TREMONT 9,606 tons. T. W. Garlick. About 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very
superior Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 7th January, 1904.

"SHIRE" LINE.

FOR HAVRE, LONDON, ANTWERP
AND HAMBURG.
THE Company's Steamship
"RADNORSHIRE,"
Captain C. H. Burch, will be despatched for
the above ports on or about SATURDAY, the
30th January.
This steamer has superior accommodation
for passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 8th January, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1
each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 123, Cornhill Road Central,
Hongkong, 30th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RAN-
GOON, COLOMBO, ADEN, SUEZ and
PORT SAID.
(Taking Cargo at through rates to the BRAZILS
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).
The Company's Steamship
"VINDOBONA,"
Captain Cabel, will be despatched as above on
WEDNESDAY, the 20th inst., P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents,
Princes' Buildings,
Hongkong, 13th January, 1904.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE
ITALIANA
(Florio and Rabattino United Companies.)
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE
THE Steamship
"ISCHIA,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence delivery
may be obtained. Perishable Goods to be
taken delivery of immediately.
All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognized.
No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
13th inst., will be subject to rent.
CAMELOT & CO.,
Agents,
Hongkong, 8th January, 1904.

NOTICE TO CONSIGNEES

FROM NEW YORK VIA SUEZ CANAL.
THE Steamship
"ARARA,"
Captain J. M. Williams, having arrived from
the above port, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godown of the Wanchai
Storing Company at Waichai, where they are
being stored at Consignees' risk and expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on a date to be hereafter appointed.
Consignees of cargo will please note that
before delivery can be obtained they must sign
the General Average Bond which is lying at
the Office of the undersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
General Agents,
American Asiatic S. S. Co.,
Hongkong, 8th January, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE.
NOTICE TO CONSIGNEES.
THE Steamship
"SACHSEN,"
OF THE NORDDEUTSCHER LLOYD,
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods,
with the exception of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
To-day, 8th inst.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th January, will be
subject to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on Friday, the 15th January, at
9.30 A.M.
All Claims for damage must be sent in before
the 20th January, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents,
Hongkong, 8th January, 1904.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer
"KERMUN,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 12th inst.
Optional cargo will be forwarded unless
notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 18th inst.
No Claims will be admitted after the Goods
have left the Godowns and all Goods remain-
ing undelivered after the 18th inst. will be
subject to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
25th inst., or they will not be recognized.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th January, 1904.

LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, mainly by conversation
with a Frenchman. Terms very moderate.
Also Lessons in English by an English Lady.
B. R.
Care of Office of this Paper.
Hongkong, 16th May, 1903.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. O. De Brock, en route
Shanghai
Albion, battleship, 12,950 tons, 16 guns, Capt.
Fremantle, Hongkong
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. Rowland Nagent, Singapore
Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Windham, C.V.O.,
Mrs Hay
Blenheim, 1st class cruiser, 9,000 tons, 12 guns,
21,411 h.p., Capt. F. G. Steadford, at
Singapore
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. C. O. M. Makins, Hongkong
Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. Thos. D. Pratt, Hongkong
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h.p., Capt. Henry M. T. Tabor, Weihaiwei
Edinburgh, cruiser, 5,600 tons, 11 guns, Captain
Stokes, Hongkong
Espiegle, gunboat, 1,070 tons, 10 guns, Comdr.
Ernest G. Barton, Newchwang
Fame, torpedo-boat destroyer, 360 tons, 6 guns,
5,700 h.p., Lieut. Comdr. C. Assor, at
Hongkong
Fearless, cruiser, 443 tons, 12 guns, Capt.
Vaughan Lewis, Hongkong
Glory, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain A. W. Carter, Hongkong
Hasty, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve
Hart, torpedo-boat destroyer, 260 tons, 6 guns,
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Humber, storeship, 1,840 tons, Comdr. John D.
Daintree, Hongkong
Janus, torpedo-boat destroyer, 260 tons, 6 guns,
3,900 h.p., in reserve
Kinshira, river gunboat, 331 tons, Lieut. Comdr.
Christopher P. Maitland, on Yangtze
Levinthal, cruiser, 14,100 tons, Capt. Hon. W.
G. Stopford, Hongkong
Moonbeam, river gunboat, 180 tons, 2 guns
Lieut. Comdr. G. G. Webster, West River
Munira, sloop, 980 tons, 10 guns, Comdr. J.
W. M. Plenderleath, Australia
Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain R. F. O. Foote, C.M.G.,
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Otter, torpedo-boat destroyer, 350 tons, in
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Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
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Ramirez, surveying-ship, 583 tons, Capt. Morris
H. Smyth, Amoy
Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St.
Aubyn Wake, Hongkong
Robin, river gunboat, 85 tons, 2 guns, 240
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West River
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Comdr. Thos. Jackson, Yangtze
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h.p., Lieut. Comdr. L. W. Jones, Hongkong
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H. Moore, Shanghai
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modore Robinson, D.C., at Hongkong
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